

A-GRAM

AIR FORCE CIVIL ENGINEER SUPPORT AGENCY



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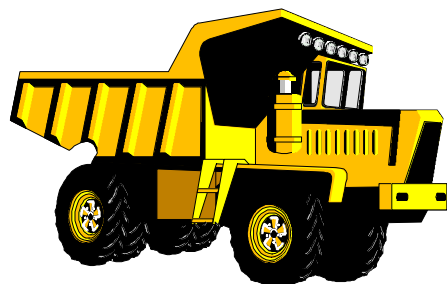
INFLUENCING THE VEHICLE PRIORITY BUY PROGRAM

SYNOPSIS:

This supersedes A-Gram 96-15, dated February 1996. It is the last in a series of three A-Grams intended to introduce the Vehicle Priority Buy Program. The earlier A-Grams addressed definition of the program and the process used to implement it. This one describes how you can influence features of vehicles before they are delivered.

THE RESULTS:

Vehicle Priority Buy Results Notification. In August, and after verification of the Buy Budget Review figures, tentative vehicle allocations are sent to each MAJCOM, FOA, and DRU. The allocations are sent to each base as tentative allocations and they remain tentative until Congress approves the budget. By September, your base transportation office should be able to tell you how many of your vehicle replacements were tentatively approved. If you had any approvals, you have one more active part to play in this important process--identification of optional accessories and optional allied equipment.



Asset Acquisition. In January of the following year, Warner Robins Air Logistics Center (WR-ALC) initiates a data call for the necessary documents to

develop a Military Interdepartmental Purchase Request (MIPR) to purchase the items identified by the priority buy program. Part of a MIPR defines the standard performance requirements and the optional features. The identification of these optional accessories and allied equipment is critical to the machine's ability to perform its intended mission at its final destination.

The Ordering Data Process. WR-ALC/LE requests ordering data (delivery destination, optional features) from the MAJCOMs. MAJCOMs can furnish this information without contacting the receiving base or they can request the base transportation office at the receiving base contact the end user to furnish this information. In either case, WR-ALC/LE does not reference the specification that will be used to purchase the vehicle or what options or allied equipment are available with it. The search for this information is left up to the MAJCOM, base, or end user.

You, as recipient of the vehicle, must have the opportunity to identify your optional accessories and optional allied equipment requirements. If this step of the acquisition process is missed, usually between January and May, there is a good chance the vehicle delivered will not effectively perform its intended use. Your transportation activity, your MAJCOM/CE vehicle representative, or AFCEA/CEOM can help with ordering data.

Asset Acquisition. With the approval of the budget, WR-ALC/LE initiates

procurement actions. Many things happen well before the new fiscal year starts by using the advance MIPR. This allows all preparations, short of contract award, to be completed prior to the start of the new fiscal year. Where contracts already exist, the only thing remaining is to place the order. This process allows for expedient obligation of funds and shortens the delivery time of the asset to the end user--a process much improved from several years prior.

Asset Delivery. The majority of vehicles bought today are the same that commercial activities use. This reduces the delivery time, putting a vehicle in the hands of the requester within months from the date the asset was funded. Delivery times for different types of vehicles vary. The following times can be used as a guide to estimate time of arrival on station. Overseas bases can add 30 to 60 days for ocean shipping time. Day one is the day the contracting activity accepts the order for the asset:

- * General purpose = 60-90 days.
- * Special purpose vehicles, common, high demand = 90-120 days
- * Special purpose vehicles, uncommon, low demand, high cost = 360-540 days

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